The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

CB03B

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

IMPORTANT: **Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.**

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 22 / 97

CONTACT: Chris Nyberg, P.E. PHONE # (513) 352-3416

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: **West Fork Road Alignment and Bridge Replacements**

SUBDIVISION TYPE
(Check Only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 1,428,000
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $ _____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
__1. Road
X 2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 2,040,000.00 FUNDING REQUESTED: $ 1,428,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 1,428,000.00
LOAN: $_____

LOAN ASSISTANCE: $_____
%___ TERM: ___yrs. (Attach Loan Supplement)

(Check Only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$_____.00	_____	_____
	2. Final Design	$_____.00	_____	_____
	3. Other Engineer Services *	$_____.00	_____	_____
	Supervision	$_____.00		
	Miscellaneous	$_____.00		
b.)	Acquisition Expenses:			
	1. Land	$_____.00		
	2. Right-of-Way	$_____.00	_____	_____
c.)	Construction Costs:	$1,850,000.00	_____	
d.)	Equipment Purchased Directly:	$_____.00	_____	_____
e.)	Other Direct Expenses:	$_____.00	_____	
f.)	Contingencies:	$ 190,000.00		
g.)	TOTAL ESTIMATED COSTS:	$2,040,000.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$_____.00		_
b.)	Local Public Revenues	$612,000.00		30
c.)	Local Private Revenues	$_____.00		_
d.)	Other Public Revenues			
	1. ODOT PID# _____	$_____.00		_
	2. EPA/OWDA	$_____.00		_
	3. OTHER	$_____.00		_
SUB TOTAL LOCAL RESOURCES:			$ 612,000.00	30
e.)	OPWC Funds			
	1. Grant	$1,428,000.00		70
	2. Loan	$_____.00		_
	3. Loan Assistance	$_____.00		_
SUB TOTAL OPWC RESOURCES:			$ 1,428,000.00	70
f.)	TOTAL FINANCIAL RESOURCES:		$ 2,040,000.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:
Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: West Fork Road Alignment and Bridge Replacements

2.2 PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION: West Fork Road, ¼ Mile North of Montana Ave.

PROJECT ZIP CODE: 45211

b: PROJECT COMPONENTS:

This project involves the realignment of West Fork Road for improved safety. The complete replacement of two bridges with improved alignments is included with the work. The two proposed bridges will be single span, precast concrete box beam bridges with drilled shaft supported abutments.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

SOUTH BRIDGE
Existing length = 28.0'
Existing width = 34.0'
(24' roadway, 1- 6.0' walk)
Proposed length = 32.0'
Proposed width = 38.0'
(28.0' roadway, 1-6.0' walk)

NORTH BRIDGE
Existing length = 88.0'
Existing width = 34.0'
(24' roadway, 1- 6.0' walk)
Proposed length = 56.0'
Proposed width = 38.0'
(28.0' roadway, 1-6.0' walk)

ROADWAY
Approximately 850' of roadway will be realigned and widened (from 22.0' to 28.0') to improve sight distance around the proposed bridges and replace a compound curve with a single larger radius curve.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

1992 ADT = 4585 vehicles/day
2017 ADT = 6547 vehicles/day (estimated)

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 2,040,000	100%
State Funds Requested for Repair and Replacement	$ 1,428,000	70%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	__%
State Funds Requested for New and Expansion	$_____	__%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE		END DATE
4.1 Engineering/Design:	10/1/97	-	7/1/98
4.2 Bid Advertisement:	7/1/98	-	8/1/98
4.3 Construction:	10/1/98	-	10/1/99

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	John Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall, 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3241
	FAX	( ) -
5.2	CHIEF FINANCIAL OFFICER	Frank A. Dawson
	TITLE	Director of Finance
	STREET	Room 250, City Hall, 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3731
	FAX	( ) -
5.3	PROJECT MANAGER	Jay Gala, P.E.
	TITLE	Principal Construction Engineer
	STREET	Room 415, City Hall, 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3423
	FAX	(513) 352 - 1581

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- ___A: Attached.
- X B: Report/Update Filed with the Commission within the last twelve months.

N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

John Shirey, City Manager
Certifying Representative (Type or Print Name and Title)

9-17-97
Signature/Date Signed

City of Cincinnati

Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

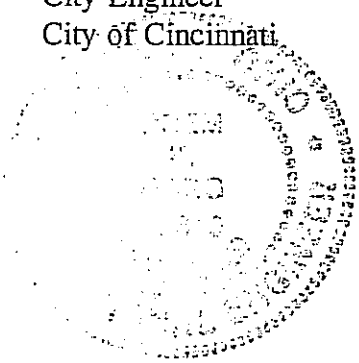
Prem Garg, P.E.
City Engineer

September 5, 1997

Subject: **West Fork Road: Safety Upgrade and Bridge Replacements**
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street and bridge improvement is at least 50 years.

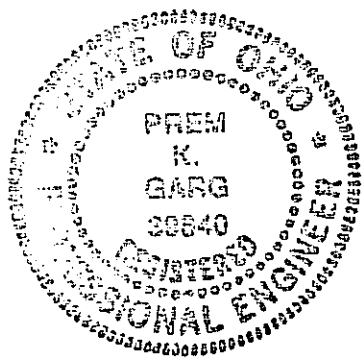
Prem Garg, P.E.
City Engineer
City of Cincinnati



ITEMIZED BRIDGE PROJECT COST ESTIMATE:
WEST FORK ROAD: SAFETY UPGRADE & BRIDGE REPLACEMENTS

ITEM NO.	DESCRIPTION	QUANTITIES		LABOR	MATERIALS	ITEM TOTAL
103	Contract Bond	Lump	Sum	12,000.00	0.00	12,000
201	Clearing & Grubbing	Lump	Sum	15,000.00	20,000.00	35,000
202	Wearing Course Removed	270	Sq. Yd.	15.00	0.00	4,050
202	Asphalt Pavement Removed	1,890	Sq. Yd.	10.00	0.00	18,900
202	Concrete Walk Removed	480	Sq. Ft.	1.00	0.00	480
202	Obstructions Removed	Lump	Sum	15,000.00	0.00	15,000
202	Structures Removed, South Bridge	Lump	Sum	30,000.00	15,000.00	45,000
202	Structures Removed, North Bridge	Lump	Sum	50,000.00	25,000.00	75,000
202	Pipe Removed, 18" W.M.	825	Lin. Ft.	8.00	8.00	13,200
202	Pipe Removed, 12" Sewer	248	Lin. Ft.	6.00	6.00	2,976
202	Manholes Removed	2	Each	350.00	100.00	900
202	Guardrail Removed	243	Lin. Ft.	1.00	1.00	486
202	T-Wall Removed for Reuse	1,282	Sq. Ft.	4.00	2.00	7,692
203	Embankment	982	Cu. Yd.	7.00	7.00	13,748
203	Excavation, Not Including Embankment	342	Cu. Yd.	5.00	3.00	2,736
203	Subgrade Compaction	1,876	Sq. Yd.	2.00	1.00	5,628
205	Special Fill Material, Gravel Bedding	20	Tons	25.00	5.00	600
301	Bituminous Aggregate Base, 8"	418	Cu. Yd.	30.00	60.00	37,620
304	Aggregate Base, 6"	200	Cu. Yd.	20.00	40.00	12,000
404	Asphalt Concrete, 2" Surface Course	150	Cu. Yd.	20.00	55.00	11,250
503	Cofferdams, Cribs & Sheeting	Lump	Sum	25,000.00	25,000.00	50,000
503	Unclassified Excavation, Overburden	1,900	Cu. Yd.	10.00	10.00	38,000
504	Unclassified Excavation, Including Shale	2,000	Cu. Yd.	15.00	10.00	50,000
508	Pier Forms, 30"	1,000	Lin. Ft.	8.00	8.00	16,000
510	Dowel Holes	64	Each	7.00	7.00	896
511	Class C Concrete, Wingwalls	107	Cu. Yd.	280.00	100.00	40,660
511	Class C Concrete, Wall Footings	97	Cu. Yd.	155.00	100.00	24,735
511	Class C Concrete, Channel Walls	216	Cu. Yd.	280.00	100.00	82,080
511	Class C Concrete, Channel Floor	455	Cu. Yd.	155.00	100.00	116,025
511	Class C Concrete, Weir	25	Cu. Yd.	280.00	100.00	9,500
511	Class S Concrete, Facia Panels	1,240	Sq. Ft.	7.00	7.00	17,360
512	Waterproofing, Type A	51	Sq. Yd.	15.00	15.00	1,530
512	Waterproofing, Type B	245	Sq. Yd.	20.00	15.00	8,575
515	Prestressed Concrete Box Beams, 32'	8	Each	1,000.00	5,000.00	48,000

ITEM NO.	DESCRIPTION	QUANTITIES		LABOR	MATERIALS	ITEM TOTAL
515	Prestressed Concrete Box Beams, 55'	8	Each	1,000.00	7,000.00	64,000
517	Railing, Class S Concrete	464	Lin. Ft.	100.00	60.00	74,240
518	Porous Backfill with Filter Fabric	885	Cu. Yd.	20.00	20.00	35,400
524	Drilled Shafts, 30"	2,058	Lin. Ft.	15.00	45.00	123,480
601	Riprap, Grouted	355	Cu. Yd.	20.00	50.00	24,850
602	Stone Masonry	4,120	Sq. Ft.	10.00	8.00	74,160
603	12" Conduit, Type B	256	Lin. Ft.	25.00	25.00	12,800
604	Manholes, Type S	2	Each	2,000.00	2,000.00	8,000
606	Guardrail, Type 5	250	Lin. Ft.	8.00	8.00	4,000
606	Bridge Terminal Assembly, Type 2	8	Each	400.00	400.00	6,400
608	Concrete Walk, 5"	480	Sq. Ft.	2.00	2.00	1,920
609	Concrete Curb, Type B-1	80	Lin. Ft.	6.00	6.00	960
611	Reinforced Concrete Approach Slab (12")	193	Sq. Yd.	60.00	70.00	25,090
611	Reinforced Concrete Approach Walks (7")	40	Sq. Yd.	40.00	50.00	3,600
611	Reinforced Concrete Sleeper Slabs (8")	103	Sq. Yd.	40.00	50.00	9,270
614	Maintaining Traffic	Lump	Sum	10,000.00	10,000.00	20,000
609	Field Office	Lump	Sum	500.00	4,500.00	5,000
659	Seeding and Mulching	1,599	Sq. Yd.	1.00	1.00	3,198
1101	Furnish & Lay 18" Ductile Iron Pipe	1,000	Lin. Ft.	75.00	75.00	150,000
1102	Hauling Water Works Material	Lump	Sum	100.00	100.00	200
1110	Concrete, Class C	50	Cu. Yd.	50.00	50.00	5,000
1119	Additional Excavation	60	Cu. Yd.	10.00	10.00	1,200
1120	Exploratory Excavation	60	Cu. Yd.	10.00	10.00	1,200
Special	Low Density Concrete Fill	2,777	Cu. Yd.	30.00	30.00	166,620
Special	Modular Unit Wall (T-Wall)	3,500	Sq. Ft.	10.00	15.00	87,500
Special	Select Granular Backfill	1,167	Cu. Yd.	10.00	25.00	40,845
Special	High Performance Concrete, Abutments	34	Cu. Yd.	200.00	200.00	13,600
Special	High Performance Concrete, Superstructur	100	Cu. Yd.	250.00	250.00	50,000
Special	High Performance Concrete, Trial Mix	Lump	Sum	600.00	600.00	1,200
Special	High Performance Concrete, Testing	Lump	Sum	2,500.00	2,500.00	5,000
Special	Sealing Concrete Surfaces, Superstructure	900	Sq. Yd.	5.00	5.00	9,000
Special	Sealing Concrete Surfaces, Railing	464	Lin. Ft.	5.00	5.00	4,640
Special	10% Estimated Contingencies					190,000
					TOTAL:	$2,040,000



Prem Garg, PE
City Engineer
City of Cincinnati

City of Cincinnati

Department of Finance

Room 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202

F. A. Dawson
Director

J.L. Andreyko
Deputy Director

September 19, 1997

Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1998 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1998 SCIP/LTIP Projects (Round 12 Funding) are recommended by the City Manager for funding in the City's 1998 Capital Improvement Program:

STREET REHABILITATIONS

1. Vine Street (North) - Paddock Road to North Corporation Line
2. Madison Road (South) - Observatory Avenue to Edwards Road
3. Spring Grove Avenue - Mitchell Avenue to North Corporation Line
4. Ludlow Avenue - Cornell Place to Central Parkway
5. Rutledge/St. Lawrence Avenues - St. William Avenue to Rapid Run Pike
6. Anderson Ferry Road - Hillside Avenue to Corporation Line
7. Duck Creek Road - Red Bank Road to Oaklawn Drive
8. Glenway Avenue - Boudinot Avenue to Werk Road
9. Madison Road (North) - Edwards Road to Brotherton Road
10. Vine Street (South) - Clifton Avenue to McMillan Street
11. Crawford Avenue - Dane Avenue to Springlawn Avenue
12. Wasson Road - Paxton Road to Edwards Road
13. North Bend Road - Argus Road to Hamilton Avenue
14. Quebec Road - Glenway Avenue to Westwood Avenue

STREET IMPROVEMENTS & WIDENINGS

15. Southside Avenue Improvement - Phase II
16. Eastern Avenue Widening - Eggleston Avenue to Bains Place
17. East Epworth - Chickering Avenue to West Mitchell Avenue
18. Pete Rose Way - Central Avenue to Elm Street
19. Mehring Way - Central Avenue to Roebling Bridge
20. Queen City Avenue - LaFeuille Avenue to Werk Road
21. Red Bank Road - Woodford Road to Zinsle Avenue

BRIDGE REPLACEMENT PROJECTS

22. Dreman Avenue over West Branch of Millcreek
23. Gest Street Bridge over CIND Railroad
24. West Fork Road Improvement & Bridge Replacement

RETAINING WALL REHABILITATION PROJECT

25. Columbia Parkway - Wall "D" Rehabilitation

LANDSLIDE CORRECTION PROJECT

26. Lehman Road Landslide Correction

The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1998.

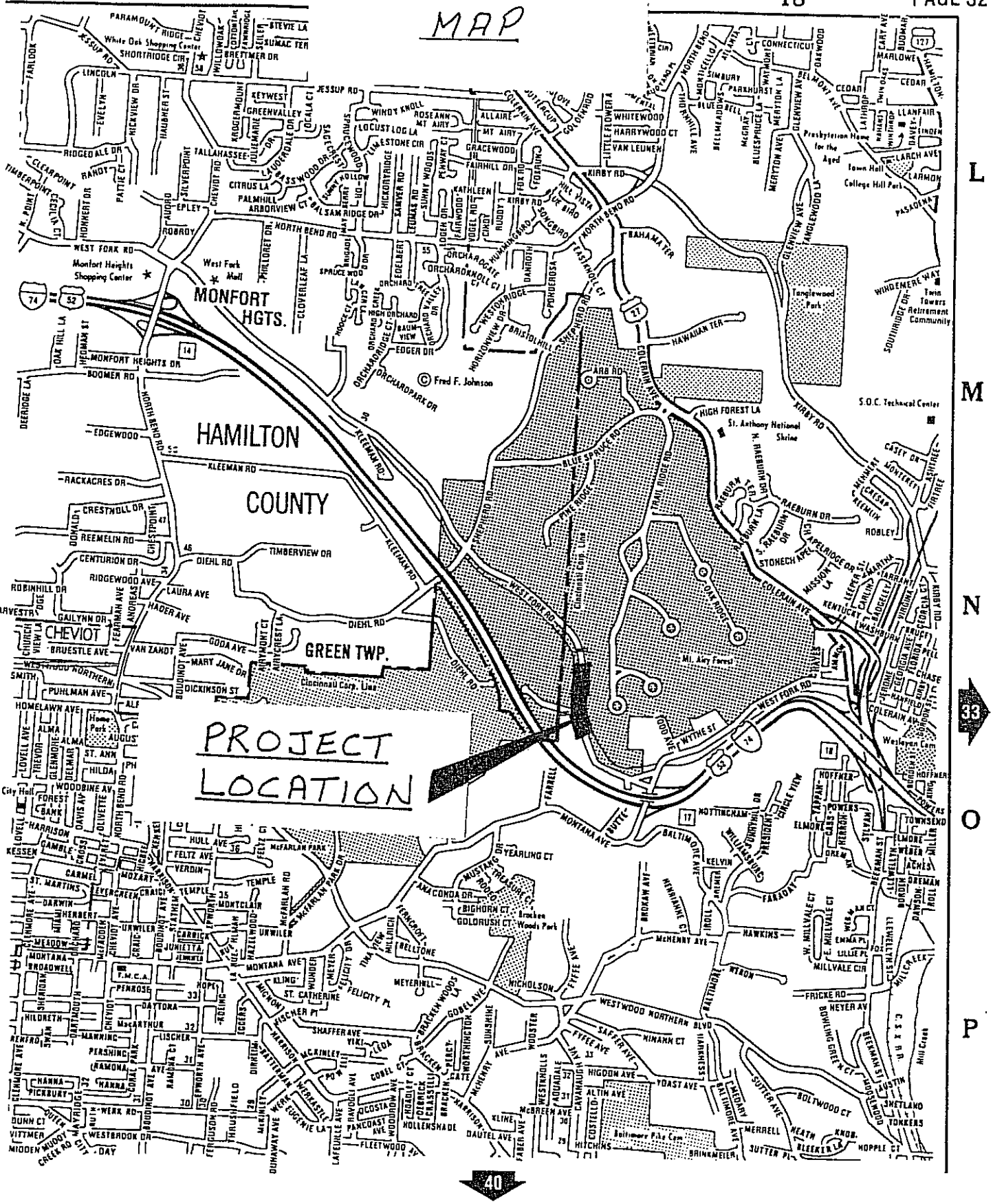
If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

F. A. Dawson

F. A. Dawson
Director of Finance

VICINITY MAP



City of Cincinnati

M.C.V.

An Ordinance No. 330 - 1997

AUTHORIZING the City Manager to apply for and accept street rehabilitation, street improvement and widening, bridge replacement, landslide correction, and retaining wall rehabilitation funding grants from the State of Ohio, Ohio Public Works Commission, in the approximate amount of $16,315,580, and to execute any agreements necessary for the receipt and administration of said grants.

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $8.2 million in matching funds for 1998, for fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge & Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants in the approximate amount of $16,315,580 for funding fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge &

Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; and to accept such grants if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants.

Section 3. This ordinance shall take effect from and after the earliest period allowed by law.

Passed September 17 A.D., 1997

Mayor

Attest Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 330
1997 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 9-30-97.

Clerk of Council.

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
WEST FORK ROAD BRIDGE OVER W. FORK CHANNEL 1ST W. OF MONTANA		3137104	6 P
Inspected By: STEPHEN C. GRESSEL, P.E.	**PE:** PE **Init:** SCG	**Date:** 11/13/1996	
Signature:			
Reviewed By:	**PE:** **Init:**	**Date:** / /	
Signature:			
Bridge #: COUNTY #70	**Insp Resp:** COUNTY	**Maint Resp:** COUNTY	
County: HAM **Route:** SO159 **Unit:** 0598	**BrType (Main/Appr Spans):** 171 /	**Year Built:** 2800	
Survey: 001111NN	**Needs to be Inventoried By:**		
Load Rating %: 75 **Load Rating Analyst Initials:**	**Load Rating Analysis Date:** / /		
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-28-11 TO 24			

1	FLOOR: Cracks; efflorescence; spalling of gunite repairs; water saturation.	2
2	WEARING SURFACE: Concrete overlay 1991; minor cracks. Concrete spalls on N. side only.	2
3	CURBS,SIDWLKS/WLK WAYS: Cracks; spalls; extensive concrete deterioration.	2
5	RAILING: Concrete panel railing; vertical cracks at mid-panel points; diag. crack @ 1st N.E. panel.	2
6	DRAINAGE: 2 inlets with downspouts.	1
7	EXPANSION JOINTS: Leaking.	2
8	DECK SUMMARY:	6
9	STR.ALIGNMENT: 1/4" to 1/2" lateral movement.	2
10	BEAMS/GIRDERS/SLAB: Slab structure; SEE DECK FLOOR, LINE 1 ABOVE.	2
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Plans filed 22-28-13 to 16; redundant; not fatigue prone.	6
33	ABUTMENTS: Moist; deteriorated; vertical cracks with efflorescence; spalling of gunite CON'T	2
	Substructure Notes BELOW	
34	ABUTMENT SEATS: Integral.	
38	WINGWALLS: T-wall 1991; graffiti.	1
40	SUB.SCOUR: Scour hole downstream approx. 8" deep. **Type:** 1	2
42	SUBSTRUCTURE SUMMARY:	6
51	CHA.ALIGNMENT:	2
52	PROTECTION: Stream undercutting downstream; grout rock fill.	2

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
WEST FORK ROAD BRIDGE OVER W. FORK CHANNEL 1ST W. OF MONTANA		3137104	6 P
Inspected By: STEPHEN C. GRESSEL, P.E.	**PE:** PE **Init:** SCG	**Date:** 11/13/1996	
Signature:			
Reviewed By:	**PE:** **Init:**	**Date:** / /	
Signature:			
Bridge #: COUNTY #70	**Insp Resp:** COUNTY	**Maint Resp:** COUNTY	

53	WATERWAY ADEQUACY: Highwater flow may be restricted by the bridge.	3
54	CHANNEL SUMMARY:	6
55	PAVEMENT: Asphalt cracked & loose @ S.W. @ park entrance; patch near roadway.	2
56	APPROACH SLABS: Asphalt overlayed, not visible if present.	
57	GUARDRAIL:	1
58	RELIEF JOINTS: None apparent.	
59	EMBANKMENT: Very steep.	2
60	APPROACHES SUMMARY: Sharp horiz. curves off both ends of bridge.	6
62	WARNING SIGNS: Posted 30 Tons.	1
65	VERTICAL CLEARANCE:	N
66	GEN/APPRAIS/OPERATIONS: **Condition:**	6 P

Substructure Notes:

ABUTMENTS: repairs; S.W. & S.E. abutments offset @ wingwall, possible movement of 1/4" to 1/2".

Maintenance Items:

1) Seal cracks in wearing surface and approach slab with HMWM.
2) Remove debris from walks and curbs.
3) Remove vines growing on bridge.
4) Remove vegetation growing thru T-wall joints.
5) Place dump rock fill on downstream side where strambed is cutting under grouted fill in front of T-walls.

Inspection Notes:

NOTE: Seepage at S.E. embankment.

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
WEST FORK ROAD BRIDGE OVER W. FORK CHANNEL 2ND W. OF MONTANA		3136329	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.		**PE:** PE **Init:** SCG	**Date:** 11/13/1996
Signature:			
Reviewed By:		**PE:** **Init:**	**Date:** / /
Signature:			
Bridge #: COUNTY #71	**Insp Resp:** COUNTY	**Maint Resp:** COUNTY	
County: HAM **Route:** SO159	**Unit:** 0589	**BrType (Main/Appr Spans):** 171 /	**Year Built:** 2800
Survey: 001111NN		**Needs to be Inventoried By:**	
Load Rating %: 75	**Load Rating Analyst Initials:**	**Load Rating Analysis Date:** / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-28-11 TO 24			

1	FLOOR: Water saturation; extensive cracking; efflorescence; concrete deterioration; gunite repairs with cracks.	3
2	WEARING SURFACE: Cracks; most formerly sealed, however worn, offset, and displaced; deck CON'T Deck Notes BELOW	2
3	CURBS,SIDWLKS/WLK WAYS: Transverse cracks; debris at curbs.	2
5	RAILING: Concrete panel railing, vertical cracks at mid panel points.	2
6	DRAINAGE: 4 inlets without downspouts (on east side only), all open; one downspout broken.	2
7	EXPANSION JOINTS: Joints closed, leaking; formerly sealed.	3
8	DECK SUMMARY:	5
9	STR.ALIGNMENT: Minor settlement off bridge.	2
10	BEAMS/GIRDERS/SLAB: Seepage, cracks, efflor. of concrete encasement at center span; CON'T Superstructure Notes BELOW	3
11	DIAPHRAGMS/CROSSFRAMES: Seepage, cracks & efflorescence; part. at N. face of S. pier; CON'T Superstructure Notes BELOW	3
24	BEARING DEVICES: Seepage; deterioration; gunite repairs; bearings for center span only.	2
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Plans filed 22-28-13 to 16, redundant-not fatigue prone.	5
33	ABUTMENTS: Cracks; seepage; efflor.; lg. (app.1/2") full length vert. crack @ NW; CON'T Substructure Notes BELOW	3
34	ABUTMENT SEATS: Integral.	
35	PIERS: Cracks; efflorescence; full length vertical crack at N. face of N. pier and CON'T Substructure Notes BELOW	2

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
WEST FORK ROAD BRIDGE OVER W. FORK CHANNEL 2ND W. OF MONTANA		3136329	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.	**PE:** PE **Init:** SCG	**Date:** 11/13/1996	
Signature:			
Reviewed By:	**PE:** **Init:**	**Date:** / /	
Signature:			
Bridge #: COUNTY #71	**Insp Resp:** COUNTY	**Maint Resp:** COUNTY	

36	PIER SEATS: At center span only; seepage; efflorescence; deterioration; gunite repairs.	2
38	WINGWALLS: Numerous cracks due to differential settlement w/ minor efflorescence.	3
40	SUB.SCOUR: Scour corrected with grouted concrete rip-rap. **Type:** 1	2
42	SUBSTRUCTURE SUMMARY:	5
51	CHA.ALIGNMENT:	1
52	PROTECTION: Grouted concrete rip-rap protection at channel floor; erosion; concrete deterioration.	2
53	WATERWAY ADEQUACY: Bridge may restrict flow at extreme highwater.	2
54	CHANNEL SUMMARY: SMU is letting channel revert to its natural state; extensive slope erosion.	5
55	PAVEMENT: Repaved 1991; transverse cracks at S.	1
56	APPROACH SLABS: Asphalt overlayed; not visible (if provided).	
57	GUARDRAIL: Replaced 1991.	1
59	EMBANKMENT: Extensive erosion at all four corners of bridge; very steep.	3
60	APPROACHES SUMMARY: Sharp horizonal curves off both ends of bridge.	6
62	WARNING SIGNS: Posted 30 tons.	1
65	VERTICAL CLEARANCE:	N
66	GEN/APPRAIS/OPERATIONS: **Condition:**	5 P

Deck Notes:

WEARING SURFACE CON'T: overlay (1986) with extensive shrinkage cracks; longitudinal crack concrete at center line with spalls.

Superstructure Notes:

BEAMS/GIRDERS/SLAB CON'T: gunite repairs with efflorescence; shrinkage cracks.

DIAPHRAGMS/CROSSFRAMES CON'T: gunite repairs; some cracks are diagonal.

BRIDGE NAME / INSPECTION ITEM			SFN	RATING
WEST FORK ROAD BRIDGE OVER W. FORK CHANNEL 2ND W. OF MONTANA			3136329	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.		**PE:** PE **Init:** SCG		**Date:** 11/13/1996
Signature:				
Reviewed By:		**PE:** **Init:**		**Date:** / /
Signature:				
Bridge #: COUNTY #71	**Insp Resp:** COUNTY	**Maint Resp:** COUNTY		

Substructure Notes:

ABUTMENTS CON'T: gunite spalls @ E.; apparent offset @ crack approx. 3/8"; N.W. abutment offset 1" to 2".

PIERS CON'T: S. face of S. pier; minor spalls; former gunite repairs; excessive soil and rock buildup at W. corner of S. pier, and E. corner of N. pier.

General Notes:

Preliminary work on plans for a replacement bridge on new alignment.

Maintenance Items:

1) Repair broken downspout.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1995 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Please see attached sheet.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

___3___ months

Are preliminary plans or engineering completed? No

Are detailed construction plans completed? No

Are all right-of-way and easements acquired?* No

* Please answer the following if applicable:

No. of parcels needed for project: __2__. Of these, how many are Takes __2__, Temporary __0__, Permanent __0__.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? No

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 9 Months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

Safety hazards due to poor roadway alignment, very limited sight distances around bridges and restricted lane widths. Pedestrian safety hazards for the public picnic area adjacent to the project. Severe undermining of the north bridge's piers poses a future threat to the safety of the north bridge. Both bridges are currently posted for a maximum of 30 tons.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local __X__

MRF _____ OWDA _____ CD _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1993 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?
__30__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban __X (30 tons)__ No Ban ___

Will the ban be removed after the project is completed?

Yes __X__ No ____

6) What is the total number of existing users that will benefit as a result of the proposed project?

5502

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

West Fork Road is the primary alternate route for Colerain Avenue. West Fork Road also provides access to numerous Mt. Airy Forest recreation areas, and is a designated bicycle route.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's Geometric Design of Highways and Streets, and the 1985 Highway capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not C or better, explain why LOS C cannot be achieved. (Attach separate sheets if necessary.)

WEST FORK ROAD:
SAFETY UPGRADE AND
BRIDGE REPLACEMENTS

1.)

a.) Currently, the existing horizontal bridge and roadway alignment severely restrict sight distance for vehicular traffic and pedestrians using the adjacent park facilities. Over the past year there have been 5 accidents attributed to the poor alignment (2 with serious injury). The proposed bridges and roadway will replace the hazardous compound curvature with a safer single curve for improved safety.

b.) The roadway lane widths will be increased from 11.0' (existing) to 14.0'.

c.) Both of the proposed bridges will include concrete channel protection to remove the threat of scour from the highly aggressive flow of the creeks below.

d.) Removal of the existing bridge piers in the creek below the north bridge will reduce bridge maintenance costs and remove the threat of scour.

e.) Since 1985 the two 70 year old bridges have been posted for a maximum capacity of 30 tons. Construction of the two proposed bridges will eliminate the current load restriction.

f.) ODOT currently has both bridges rated as Functionally Obsolete. The South bridge has a Sufficiency Rating of 58.9, and the North Bridge has a Sufficiency Rating of 66.5.

2.) The City is currently acquiring two partial takes (10 ft. strips along West Fork Road) of property for widening of the existing roadway.

5. BRIDGE APPROACH

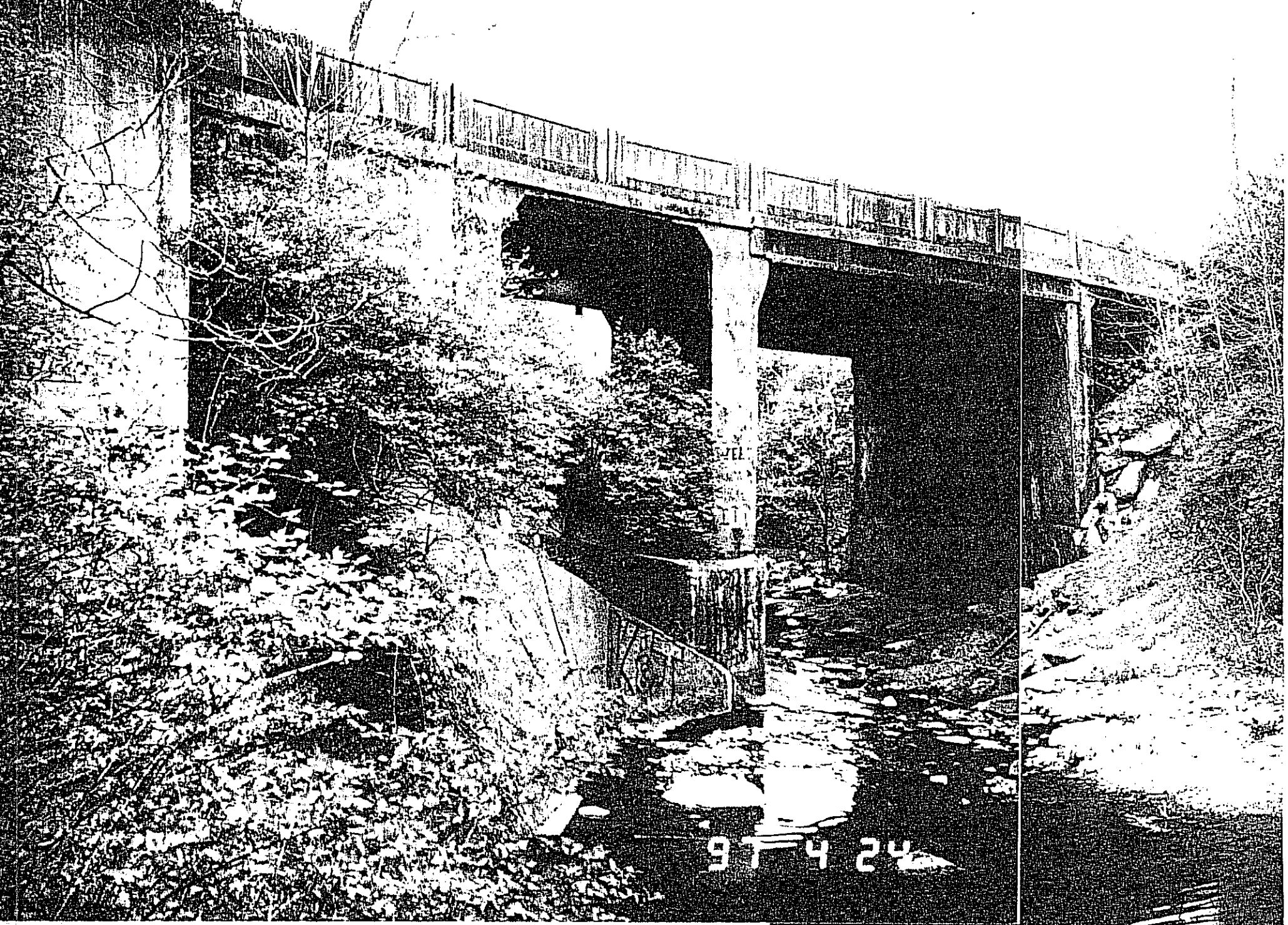
(FROM SOUTH)

N. BRIDGE APPROACH

(FROM SOUTH)

0

SOUTH BRIDGE



NORTH BRIDGE

CITY OF CINCINNATI
DEPARTMENT OF PUBLIC WORKS
DIVISION OF TRAFFIC ENGINEERING

STATE OF OHIO
STEPHEN IRVIN NIEMEIER
49681
REGISTERED PROFESSIONAL ENGINEER

Date 9-4-97
By SIN
Approved

Traffic Projection Dated

Roadway WEST FORK RD

From MONTANA To SHEPHERD

I. Existing Traffic Data

Count No.	92-0105	Date	4-14-92	Duration	24 hr	Volume	2387
Count No.	92-0104	Date	"	Duration	"	Volume	2198
Count No.		Date		Duration		Volume	

Existing ADT = 4585

Peak Hour Highest Volume

(EB) or NB 5-6 A.M. or (P.M.) 107

(WB) or SB 5-6 A.M. or (P.M.) 369

Existing highest hourly volume = 476

K = Design hour % of ADT = 10.4%

D = Design hour % predominate direction = 77.5%

Truck (B & C) Bus Route NO = 2%

Truck Terrain Factor = 2

II. Design Year Calculation

Design Year 2017 = expansion factor of 1.4

Design Year ADT (Normal Growth) = 6419

Design Year ADT (Generated by planned development) —

Design Year (B & C) Trucks = 2 % = 128

Design Year (P & A) = 6291

T = Design Year Adj. (B & C) X 2 = 256

Design Year ADT = 6547

III. Design Year Hourly Volume

Design hour 5-6 A.M. or (P.M.) - % ADT 10.4%

D % Design hour traffic in predominate direction 77.5%

Design Hourly Volume = 681

Design Directional Hourly Volume 528

CITY OF CINCINNATI
TRAFFIC ENGINEERING DIVISION

STREET(S) : FROM W ON WEST FORK RD
LOCATION : E OF SHEPHERD RD
DIRECTION : EASTBOUND
MAP COORDINATE : 255

DATE(S) : APRIL 14,1992
DAY(S) OF WEEK : TUESDAY
WEATHER : CLOUDY 50
MACHINE NUMBER : 1923
TABULATED BY : TERRY/KEVIN
STARTING TIME : 1:00 PM
COMMENTS : 0
ADT FACTOR: 1.035

COMPUTER FILE NAME: 92-0104

ONE-HOUR PERIOD STARTING	15 MIN. PERIOD STARTING :00	:15	:30	:45	ONE-HOUR PERIOD TOTALS	PERCENT OF TOTAL
12A	1	6	2	4	13	0.61
1A	4	1	0	2	7	0.33
2A	0	2	2	4	8	0.38
3A	2	0	1	4	7	0.33
4A	1	0	1	2	4	0.19
5A	3	5	7	11	26	1.22
6A	15	22	35	38	110	5.18
7A	53	82	140	97	372	17.51
8A	77	69	52	36	234	11.02
9A	25	19	19	21	84	3.95
10A	15	22	24	18	79	3.72
11A	18	21	16	27	82	3.86
12P	17	32	24	39	112	5.27
1P	25	24	26	22	97	4.57
2P	34	18	33	17	102	4.80
3P	23	23	26	25	97	4.57
4P	28	30	29	24	111	5.23
5P	31	24	21	31	107	5.04
6P	36	36	33	28	133	6.26
7P	28	24	39	21	112	5.27
8P	25	19	18	17	79	3.72
9P	18	24	14	13	69	3.25
10P	15	11	5	10	41	1.93
11P	11	11	12	4	38	1.79
TOTAL 24 HOUR					2124	2198 = ADT

FIVE HOUR TOTAL 921 (7-9 AM & 3-6 PM) 24/5 FACTOR 2.3062

EIGHT HOUR TOTAL 1186 (7-11 AM & 2-6 PM) 24/8 FACTOR 1.7909

TWELVE HOUR TOTAL 1587 (6:00 AM TO 6:00 PM) 24/12 FACTOR 1.3384

AM PEAK HOUR VOLUME IS 396 FROM 7:15 AM TO 8:15 AM
PM PEAK HOUR VOLUME IS 136 FROM 5:45 PM TO 6:45 PM

CITY OF CINCINNATI
TRAFFIC ENGINEERING DIVISION

STREET(S) : FROM E ON WEST FORK RD
LOCATION : E OF SHEPHERD RD
DIRECTION : WESTBOUND
MAP COORDINATE : 255

DATE(S) : APRIL 14,1992
DAY(S) OF WEEK : TUESDAY
WEATHER : CLOUDY 50
MACHINE NUMBER : 1923
TABULATED BY : TERRY/KEVIN
STARTING TIME : 1:00 PM
COMMENTS : 0
ADT FACTOR: 1.035

COMPUTER FILE NAME: 92-0105

ONE-HOUR PERIOD STARTING	15 MIN. PERIOD STARTING :00	:15	:30	:45	ONE-HOUR PERIOD TOTALS	PERCENT OF TOTAL
12A	5	5	5	5	20	0.87
1A	1	3	9	3	16	0.69
2A	5	3	1	1	10	0.43
3A	2	0	2	1	5	0.22
4A	1	2	0	1	4	0.17
5A	1	3	3	0	7	0.30
6A	6	5	6	6	23	1.00
7A	11	17	17	14	59	2.56
8A	12	25	10	20	67	2.91
9A	15	16	21	23	75	3.25
10A	18	20	23	23	84	3.64
11A	12	22	35	31	100	4.34
12P	39	31	32	30	132	5.72
1P	19	32	27	28	106	4.60
2P	32	36	28	41	137	5.94
3P	37	43	44	58	182	7.89
4P	54	86	75	68	283	12.27
5P	95	105	88	81	369	16.00
6P	49	55	41	35	180	7.81
7P	34	27	28	32	121	5.25
8P	26	26	28	30	110	4.77
9P	33	20	20	28	101	4.38
10P	17	26	14	14	71	3.08
11P	17	10	7	10	44	1.91
TOTAL 24 HOUR					2306	2387 = ADT

FIVE HOUR TOTAL 960 (7-9 AM & 3-6 PM) 24/5 FACTOR 2.4021

EIGHT HOUR TOTAL 1256 (7-11 AM & 2-6 PM) 24/8 FACTOR 1.8360

TWELVE HOUR TOTAL 1617 (6:00 AM TO 6:00 PM) 24/12 FACTOR 1.4261

AM PEAK HOUR VOLUME IS 127 FROM 11:15 AM TO 12:15 PM
PM PEAK HOUR VOLUME IS 369 FROM 5:00 PM TO 6:00 PM

CITY OF CINCINNATI
TRAFFIC ENGINEERING ACCIDENT TRACKING SYSTEM
DIVISION OF TRAFFIC ENGINEERING
ALL ACCIDENTS FROM 010196 TO 123196

REPORT#: 1000 DATE PREPARED: 08/17/97 TIME PREPARED: 10:46.25 PROGRAM: TRFR1000

DESCRIPTION OF ACCIDENT LOCATION	REPORT NUMBER	DATE	HOUR OF ACC	DEGREE INJURY	DR-PED-ACTION UNIT 1	DR-PED-ACTION UNIT 2	CAUSE UNIT 1	CAUSE UNIT 2	TYPE VEHICLE UNIT 1	TYPE VEHICLE UNIT 2	SPEED OR PED NO 1	AGE NO 2	CONDITIONS LIGHT	CONDITIONS WEATHER	CONDITIONS ROAD	TYPE OF CRASH	COLL DIAG
N/FORK/R 1540////	15605	0919	15	NONE	STRAIGHT	SP IN TRF	TAILGATE	NONE	PANELVAN	PANELVAN	10	00	DAY	CLEAR	DRY	REAR END	7373
N/FORK/R 1600////	12779	0728	0	NONE	STRAIGHT		ANIMAL		FULLSIZE		25	00	DNOL	CLEAR	DRY	ANIMAL	37
N/FORK/R 1773////	17461	1018	7	NONE	STRAIGHT	SP IN TRF	TAILGATE	NONE	PICKUP	MID SIZE	30	30	DAY	RAIN	WET	REAR END	7373
N/FORK/R 1791////	20304	1202	1	NONE	LOST CNT	PARKED	LOST CNT	NONE	COMPACT	FULLSIZE	35	00	D/LT	CLEAR	DRY	PARKED/VH	+7333
N/FORK/R 1836////	14732	0904	13	N/VIS	U TURN	STRAIGHT	CHG LNS	NONE	PICKUP	MID SIZE	05	25	DAY	CLEAR	DRY	SW/PASS	7373
N/FORK/R 1840////	17283	1015	10	NONE	LOST CNT	PARKED	LOST CNT	NONE	PANELVAN	PANELVAN	30	00	DAY	CLEAR	DRY	PARKED/VH	3777
N/FORK/R 1868////	13126	0804	11	NONE	STRAIGHT		OTH D ER		MID SIZE		00	00	DAY	CLEAR	DRY	FIXED OBJ	37
N/FORK/R 1888////	12684	0727	19	MINOR	UN/PARK	STRAIGHT	IMP STAR	NONE	PANELVAN	MID SIZE	05	25	DAY	CLEAR	DRY	SW/PASS	7373
N/FORK/R 1891////	12334	0720	21	NONE	LOST CNT	PARKED	LOST CNT	NONE	FULLSIZE	PICKUP	25	00	DUSK	CLEAR	DRY	PARKED/VH	3555
N/FORK/R 1896////	8040	0509	10	NONE	STRAIGHT	LF TURN	TAILGATE	NONE	MID SIZE	MID SIZE	15	15	DAY	CLEAR	DRY	SW/PASS	3731
N/FORK/R 1900////	7289	0426	19	NONE	STRAIGHT	STRAIGHT	FAIL YLD	NONE	PICKUP	FULLSIZE	30	30	DAY	CLEAR	DRY	SW/PASS	5151
N/FORK/R 1902////	4510	0309	2	NONE	STRAIGHT		LOST CNT		PICKUP		40	00	D/LT	CLEAR	WET	FIXED OBJ	73
N/FORK/R 1910////	3679	0224	22	SERIOUS	STRAIGHT	UNKNOWN	SPEEDING	UNKNOWN	MID SIZE	UNKNOWN	00	00	D/LT	CLEAR	DRY	FIXED OBJ	7333
N/FORK/R 2001////	3920	0229	21	NONE	PASSING	SP TO TN	LFT CENT	NONE	MID SIZE	MID SIZE	45	05	D/LT	CLEAR	DRY	SW/PASS	7373
N/FORK/R 2080////	5291	0322	16	NONE	STRAIGHT		LOST CNT		MID SIZE		00	00	DAY	CLEAR	DRY	FIXED OBJ	37
N/FORK/R 2087////	3118	0211	22	MINOR	LOST CNT		LOST CNT		FULLSIZE		30	00	DAY	SNOW	SNO	OTHER OBJ	37
N/FORK/R 2100////	10255	0611	20	NONE	STRAIGHT		D OFF RD		PANELVAN		35	00	DUSK	CLEAR	WET	FIXED OBJ	37
N/FORK/R 2149////	17196	1013	18	MINOR	STRAIGHT		LOST CNT		M350CC		30	00	DAY	CLEAR	DRY	OTHER OBJ	15
N/FORK/R 2600////	5975	0403	12	SERIOUS	STRAIGHT	STRAIGHT	LOST CNT	NONE	COMPACT	MID SIZE	30	25	DAY	CLEAR	DRY	SW/MEET	3773
N/FORK/R 2651////	15579	0919	6	NONE	LF TURN	STRAIGHT	IMP TURN	NONE	MID SIZE	SCH BUS	10	20	D/LT	CLEAR	DRY	ANGLE	3573
N/HIGH/A 5015////	823	0112	17	NONE	STRAIGHT	PARKED	DR INATT	NONE	CONST EQ	COMPACT	05	00	DAY	CLEAR	SNO	PARKED/VH	7333
N/HILLVA 3373////	16760	1006	22	NONE	LOST CNT	PARKED	LOST CNT	NONE	MID SIZE	FULLSIZE	35	00	D/LT	CLEAR	DRY	REAR END	+1555
N/HILLVA 3420////	6498	0413	3	NONE	STRAIGHT	PARKED	LOST CNT	NONE	FULLSIZE	MID SIZE	30	00	D/LT	CLEAR	DRY	PARKED/VH	1555
N/HILLVA 3459////	3351	0217	4	NONE	OTH D ACT	PARKED	OTH D ER	NONE	UNKNOWN	MID SIZE	00	00	D/LT	CLEAR	DRY	PARKED/VH	5111
N/TOWNA 3076////	6988	0121	23	NONE	LOST CNT	PARKED	LOST CNT	NONE	UNKNOWN	FULLSIZE	00	00	DNOL	RAIN	ICE	PARKED/VH	3777
N/TOWNA 3168////	17990	1026	11	NONE	BACKING	STRAIGHT	IMP BACK	NONE	PICKUP	PANELVAN	05	25	DAY	RAIN	WET	BACKING	1573
ABASH/A 3461////	19224	1113	19	NONE	BACKING	PARKED	IMP BACK	NONE	UNKNOWN	FULLSIZE	05	00	DAY	CLEAR	DRY	PARKED/VH	1511
ABASH/A 3619////	9878	0606	21	NONE	DRIVERLES	PARKED	OTH D ER	UNKNOWN	PICKUP	MID SIZE	05	00	D/LT	RAIN	WET	ANGLE	7177
ADE/ST/ 0400////	8160	0510	18	MINOR	STRAIGHT	STRAIGHT	FAIL YLD	OTH D ER	PICKUP	BICYCLE	00	05	OTHER	RAIN	WET	PEDALCYCL	5137
ADE/ST/ 0718////	718	0111	13	NONE	LOST CNT	PARKED	LOST CNT	NONE	UNKNOWN	MID SIZE	00	00	DAY	CLEAR	DRY	PARKED/VH	7333
ADE/ST/ 0805X///	17119	1011	17	MINOR	SWERVING	ON SIDEWK	D OFF RD	NONE	MID SIZE	PED	20	00	DAY	CLEAR	DRY	PEDESTRIA	7342

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: CINCINNATI

NAME OF PROJECT: WEST FORK RD.

PRELIMINARY SCORE FOR THIS PROJECT: 64

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 4

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) *POINTS* 10

10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.

5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.

0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) 23

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

33

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

3

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area? (See Addendum for definitions)

6

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors. SAFETY

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

6

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

3

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

18

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

3

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

2

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. See Addendum for definitions.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

I-74 CONNECTION

3?

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

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ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.